



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

cussion is summed up in a battle-cry of a united British empire for the fundamental principles of human liberties. It is a plea for the perpetuation of the most cherished elements of the British constitution, on the eve of a great contest that has threatened the very existence of Britain and British constitutionalism.

The Commodities Clause. By THOMAS LATIMER KIBLER. Washington, D.C.: John Byrne & Co., 1916. 8vo, pp. 178.

The reader might be led by the title of this instructive work to conclude that it is a thoroughgoing technical treatise on the legal aspects of railroad reform legislation; but he will find rather an interesting story of the conditions which gave rise to the necessity for the enactment of the clause in question, and a vivid description of the various stages through which the act passed in the process of its making, due to the conflict of interests in Congress. Last of all but not least, Mr. Kibler shows in what respects the act is weak and has not served the purpose for which it was intended, and points out a remedial course of action.

The aim of the Commodities Clause was to eliminate the possibility of a railroad company's owning mines or oil property and at the same time carrying the products of these mines or oil wells. A separation of the interests was supposed to do away with discrimination against competitors and to diminish the tendency toward monopoly. But the clause in its final form left a loophole whereby the railroads may own and operate coal mines, "sell" the coal to a sales company which is under its control, and continue to haul the product of the mine. It is a simple evasion of the spirit of the law and can be remedied by forbidding any railroad company to own mines in the territory which it serves. This would take away the incentive for discrimination and discourage such a merger of large interests of this nature.

A Legal Minimum Wage. By JOHN O'GRADY. (Dissertation, Catholic University of America.) Washington: privately printed, 1915. Pp. 138.

This is a brief summary of the modern minimum wage movement and its results in different countries. As an introduction to this movement two chapters of historical narrative are given, sketching the attempts at wage control prior to the *laissez-faire* movement, and also gild and statutory regulations during the Middle Ages. Chapters follow on the arbitration and wages-board systems in New Zealand and Victoria and in England and Wales. The results of the foregoing have been satisfactory, concludes the writer, although many non-judicial factors have contributed to their success.

The remainder of the book is devoted to a comparative study of the wage plans adopted by the commonwealths in the United States. The last chapter